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	SUBJECT: CONTRACT SP-1928, CONVERSION OF TWO	<b>ADDITIONAL</b>	*RTICLES	
25X1A	REF: 0992			
•	WEL 2 [ ] 833S			
	SUBJECT CONTRACT PRESENTLY COVERS CONVER	SION OF SEV	EN (7) ARTICIES	
	The state of the s	Daon or Dhy	THE CIN WHITCHED	
	PLUS FOUR (4) SETS OF CONVERSION PARTS. A RE	QUIREMENT H	OW EXISTS FOR	
	COMPOSTION THE SELECTION THE SECOND		•	
051/44	CONVERTING THE REMAINING TWO (2) AIRCRAFT ASSIGNED TO DAVIS-			
25X1A	MONTHAN. REQUEST BE REQUESTED TO SUB	MIT A DEUTC	EN PRABACAI	
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•	TO ACCOMPLISH SAME. FOR THETPRESENT, AN ADDI	TIONAL OBLI	GATION NOT	
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-	TO EXCEED IS AUTHORIZED FOR THIS WOR	X BASED ON	PREVIOUS	
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PAGE 2

RETROFITTING ALL THE ENGINES TO PREVENT AN INTERCHANGEABILITY PROBLEM.
REQUEST ADVICE ON THIS MATTER.

WE ARE STILL ANALYZING THE CHANGE BUT WE ESTIMATE RETROFIT PARTS

PER ENGINE COST TO BE APPROXIMATELY LEAD TIME WILL BE 25X1

APPROXIMATELY 8 TO 12 MONTHS.

- IT IS THEREFORE IMPERATIVE WE HAVE AN IMMEDIATE DECISION ON:
- (1) CONCURRENCE WITH THIS CHANGE REQUEST.
- (2) ADVICE ON INTERCHANGEABILITY.
- (3) EXTENT OF RETROFIT.

S'E C R E T TOR: 212005Z SEP 66

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<b>5-63</b>	Approved For Release 2002/09/03 GA R	DESERVO 27 9 R000 200 1 39040 6 COUTING
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25X1A (		25/1//
r r		
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5X1A	REF: 1287	•
	REFERENCED MESSAGE IS A REQUEST	FOR REVISION TO THE J75-PI3B ENGIN
(A)	GEARBOX DRIVE RATIOS.	
	THE LEAD TIME REQUIRED TO INTRO	DUCE THIS CHANGE INTO THE NEW PRO-
•	DUCTION J75-P13B ENGINES ON CONTRAC	
	THE LAST ENGINES ON CONTRACT WILL	
	TION. THIS WILL MEAN A RETROFIT P	ROGRAM WILL BE REQUIRED FOR THE
	ENGINES THAT WILL NOT GET THE CHAN	GE IN PRODUCTION. UPON RECEIPT OF
	YOUR CONCURRENCE WITH THIS CHANGE	REQUEST, WE WILL INITIATE ENGINEER-
	ING CHANGE TO THE BILL OF MATERIAL	FOR THE J75-P138 BUT IT WILL REQUI
$2N_{\mathrm{con}} I - 1 = 0$	30 TO 60 DAYS BEFORE THE EXACT POI	NT OF INCORPORATION CAN BE DETERMIN
:	IN THE MEANTIME IN ORDER TO MEET T	
i		FOR RETROFIT WILL BE REQUIRED. WE
		ANTITY OF ENGINES TO BE RETROFITTED
25X1A	THERE HAS BEEN DISCUSSION WITH	ON THE POSSIBILITY OF
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o 25X1A					
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OTHER AIRCRA	FT ACCORDINGLY.				
25X1A 2. REQUE	ESTACCOMPLISH T	HE ABOVE AND	ADVISE.		
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IDEALIST LOGS MAINT

IN THE PROCESS OF INCORPORATING WING MODIFICATIONS TO ACCOMPLISH CONVERSION OF ARTICLE 373 TO A J75 CONFIGURATION, MILD CORROSION WAS DISCOVERED BETWEEN FAYING SURFACES OF THE WING SKIN PANELS AND THEIR SPLICE DOUBLERS. WE ARE CURRENTLY EXPLORING THE USE OF X-RAY EQUIPMENT FOR EXAMINING OTHER WING FAYING SURFACES FOR SIMILAR EFFECTS.

CORROSION FOUND AS A RESULT OF THIS EXAMINATION WILL BE PROPERLY CLEANED AND TREATED BEFORE DELIVERY.

IN THE COURSE OF CONVERSION, THE FUSELAGE FAYING SURFACES IN MANY AREAS ARE NORMALLY EXPOSED FOR REWORK, PARTICULARLY IN THE SUMP TANK AREA AND THE AFT FUSELAGE. NO SIMILAR CORROSION EFFECTS HAVE BEEN NOTED IN THESE AREAS ON ARTICLE 373 OR PAST CONVERSIONS.

VERY LITTLE CORROSION HAS BEEN ENCOUNTERED WITH THE U-2 OVER THE YEARS, AND, IN NO CASE, HAS THE GREEN OR OTHER SLIME EFFECT BEEN FOUND.

RECORDS OBTAINED FROM DAVIS MONTHAN SHOW THAT ARTICLE 373 WAS